Top Secret

[redacted]

DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

15 August 1969

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The IMAGERY ANALYSIS SERVICE NOTES is a periodic publication of the DDI Imagery Analysis Service, the departmental PI organization of CIA.

This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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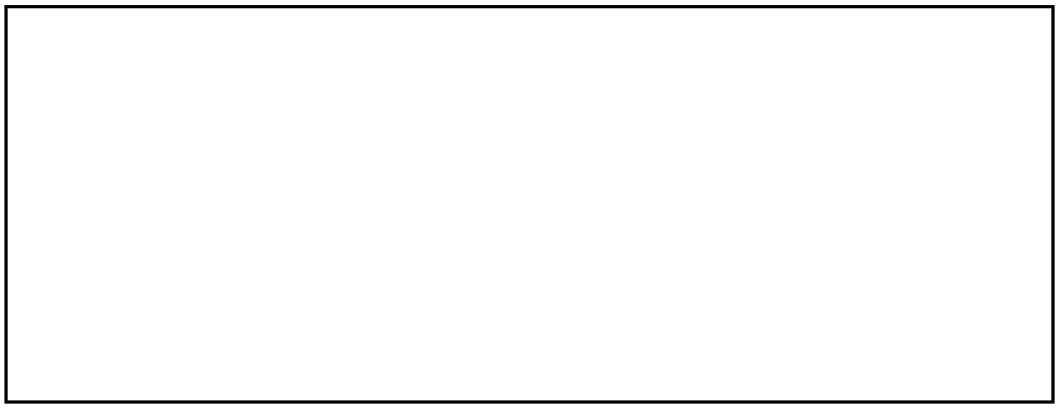

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
Imagery Analysis Service

IMAGERY ANALYSIS SERVICE NOTES NO. 19/69

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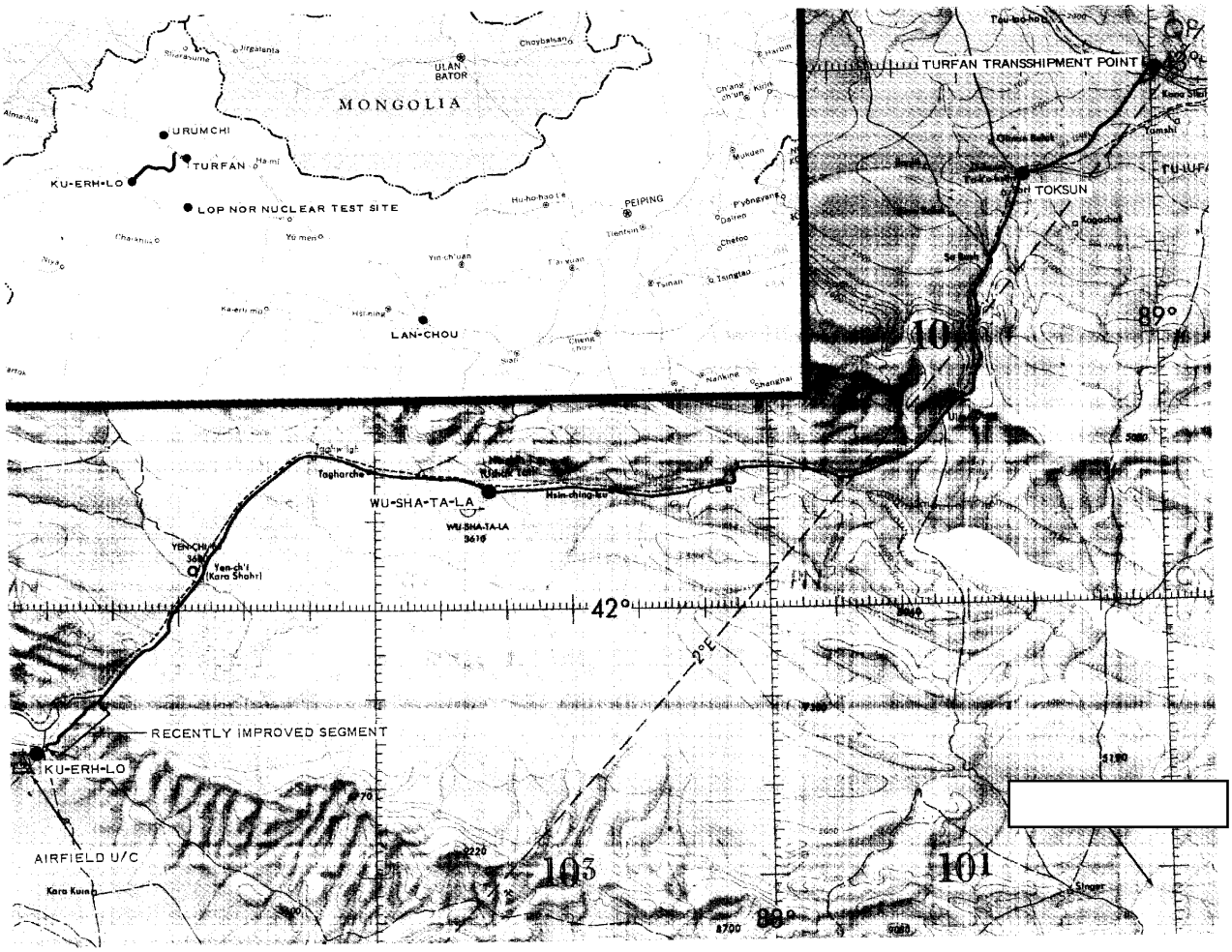

FIGURE 1. TURFAN/KU-ERH-LO ROAD TO TARIM BASIN, SINKIANG PROVINCE, CHINA.

CHINA

Improvement in Road to Tarim Basin

Since 1965 the Chinese have been making substantial improvements to the road which leads from the Turfan transshipment point, on the Lan-chou/Urumchi rail line, to Ku-erh-lo on the northern edge of the Tarim Basin in Sinkiang Province (see Figure 1). The road is about 210 nautical miles (nm) long and is China's main land route into the Tarim Basin.

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Photographic analysis shows improvement of a 6.5-nm segment of the road in the mountainous terrain separating the Tarim Basin from the Lake Baghrash basin. Construction of this road segment was started in [redacted] and it

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was apparently complete in [redacted] The new segment follows the existing road in some places, and in other sections the road has been relocated so as to eliminate sharp turns and reduce the gradient. Other sections of the road were earlier relocated in this way in the mountainous area between Toksun

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and Wu-sha-ta-la. Since [redacted] a bypass has been constructed around the town of Toksun and many sections of the road have been either surfaced with asphalt or treated with oil.

The entire road between Turfan and Ku-erh-lo generally follows the Chinese proposed alignment for a rail line, and some of the improvements are consistent with standards for rail line construction. It appears unlikely, however, that a rail line will be constructed along the route in the near future. Approximately 35 nm of rugged terrain between Toksun and Wu-sha-ta-la would require extensive tunnel construction and route realignment before it could support a rail line, and there is no evidence that this work is under way.

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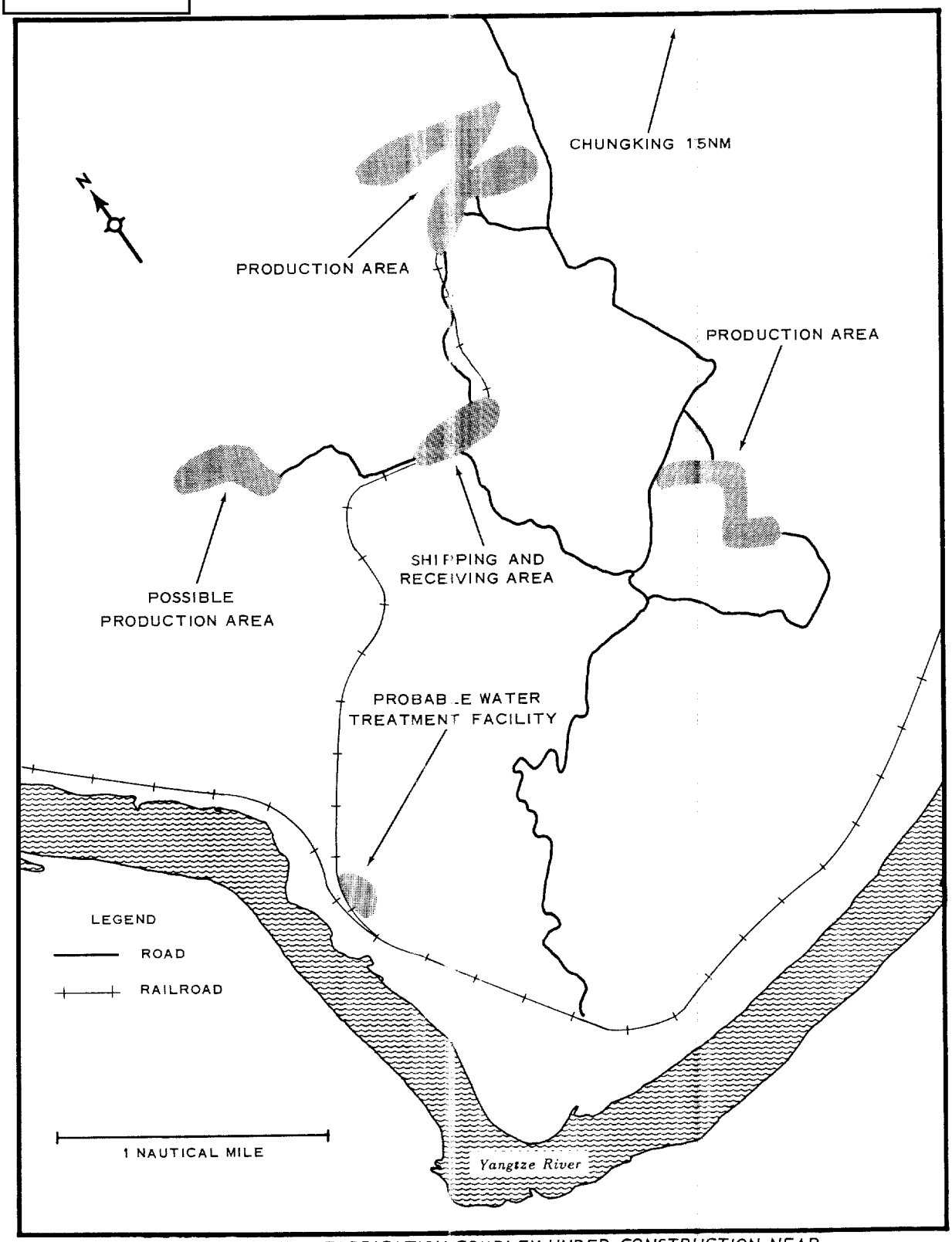

FIGURE 2. METAL FABRICATION COMPLEX UNDER CONSTRUCTION NEAR CHUNGKING, CHINA,

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CHINA

Major Metal Fabrication Complex Under Construction Near Chungking

25X1D Several large industrial facilities which have been under construction since [redacted] about 15 nautical miles (nm) southwest of Chungking now appear to comprise a single integrated complex for metal fabrication. The 25X1D complex was not yet operating in [redacted] the only time it has been seen on high-resolution photography. At present, we cannot determine what metal will be used or what the products of the complex will be.

25X1D In [redacted] the complex consisted of five areas dispersed over an area of about 6 square nm (see Figure 2). The areas seen were two production areas in the final stages of construction, a third possible production area in the early stages of construction, a completed shipping and receiving area, and a probable water treatment facility in the late stages of construction. Approximately 800,000 square feet of roof cover was complete. The complex is served by a new rail spur from the Cheng-tu to Chungking rail line, and a road system connects all areas of the complex.

None of the production areas appears to have sufficient facilities to produce a completed product, and each appears to be partially dependent on the shipping and receiving area. Although the specific functions of the production areas cannot be determined at present, their similar construction timing, transportation links, and mutual dependence on the shipping and receiving area suggest that they will be involved in the production of a single product or family of products.

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EGYPT

Highway and Rail Line Construction Aids Industrial Development

The Egyptians are building a highway and rail line from the vicinity of the Helwan Iron and Steel Plant, near Cairo, toward the iron ore deposits at Al Wahat al Bahriyah, about 140 nautical miles (nm) southwest of Helwan (see Figure 3). Construction started in [redacted] and was still under way at the time of most recent [redacted] photography in [redacted] According to the current NIS on Egypt, the Helwan Iron and Steel Plant is operating below its rated capacity and development of the Al Wahat al Bahriyah iron deposits is one of the factors on which expanded steel production at Helwan depends.

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The road construction extends from the main Cairo-Aswan highway, near the iron and steel plant, to about 50 nm northeast of Al Wahat al Bahriyah. The road follows the route of an existing trail. A two-lane blacktop section of the road has been completed for about 70 nm from the Cairo-Aswan highway, and construction work is observed on an additional 20 nm of the route.

The rail line parallels the new highway. The roadbed is under construction for about 75 nm southwest from an existing rail line serving the plant, but no track has been laid.

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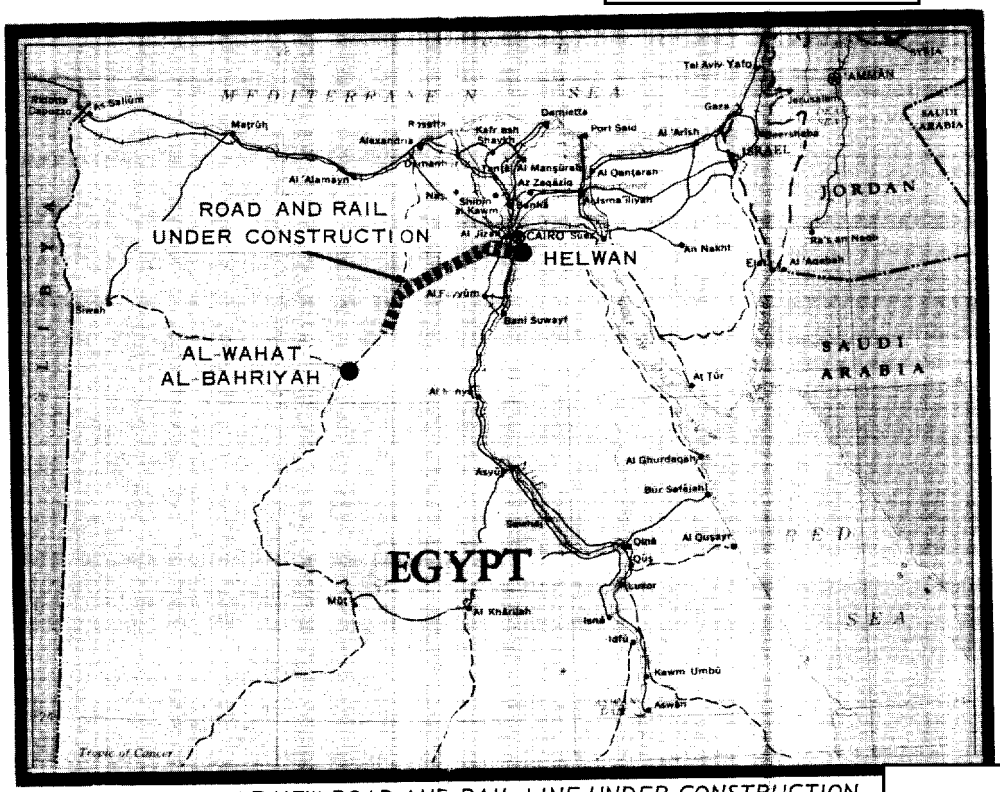

FIGURE 3. STATUS OF NEW ROAD AND RAIL LINE UNDER CONSTRUCTION, [redacted]

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[redacted]